OUR FERRIES.

helr History, Management, Equipment, Present Condition and Prospects—Their Ac-commodations and Inconveniencies—A Sub-cet for Legislative Action. The genial Dr. Francis, in his discussive volume

on "Old New York," published in 1858, while he delights his readers with pen portraits of the more prominent of his contemporaries of nearly three quarters of a century ago, rehearsing, with his usual bonkommie, delightful little stories about the gardens, the libraries, the schools of learning, the society, the public buildings, the floating dock tof Livingston and Fulton), the hotels, the press, and the professions in which his heroes flourished and made themselves great to their astonished fellow citizens-who looked upon them very much as the Lilliputians are described by Dean Swift to have regarded Monsieur Gulliver-forgets, strange to say, although he discourses at length and bearnedly on the trials and inventions of Robert Pulton, who constructed the bridges and fenders which compose the ferry slips, to make even a passing allusion to the ferries themselves, which, in his earlier years, were not less the subject of public commendation and animadversion than they are now, when our vast "home" population sleeps nightly far above the City Hall, which sixty years age was "in a state of erection, and so circumscribed," says our author, "at that time was the idea of the city's progress that the Common Counoll, by a slender majority, after serious discussion, for economy sake, decided that the postern part of the superstructure should be composed of red stone, inasmuch as it was not likely to attract much notice from the scattered inhabitants who might reside above Chambers street."

We wonder the more at this omission of the good doctor, for he was else than a "mere fogy." He had enjoyed the society and confidence of the aminent personages of his earlier as well as those of his later days, and was, not unlike David T. Valentine, so many years the city's historian and archeologist, an "encyclopædia of local incidents." embracing all the events which had taken place, not excluding the ferries, in the city of his nativity.

It is a curious fact that little is said of these important means of conveyance to and from the In the histories devoted to the progress of the island they are rarely alluded to. Even Miss M. A. Booth, in her pretensions volume, troubles her readers with but slight notices of their origin, although no careful historical reasoner should pass Them by, so monstrous in their proportions have they grown, carrying to and fro annually upwards of seventy millions of human souls and human bodies.

Two centuries and a quarter ago, in the days of Petrus Stuyvesant, in the good old time of the burgomeisters and schepens, when by municipal authority and under an ordinance of the corporation, to which validity was given by the "sign manual and seal" of the mighty Peter, whose deeds are not forgotten in the "Knickerbocker History of New York," an attempt was made to "board in the East river" and thus prevent its tides from overflowing the public way, the revenue derived from "ye fferry" was no unimportant ele-ment in the fiscal calculations of Comptrollers of

ment in the fiscal calculations of Comptrollers of the second half of the seventeenth century. Ridiculous to us as this "resolve" of the burgo-meisters and schepens may appear, the "great" and "lesser" citizens who had made a city of that part of the island which lies to the south of De Ungel Ofte Stadt Wael (Wall street), they were not unconscious of many facts, which indeed they could not avoid knowing unless they persistently closed their eyes to "the situation," namely, that the shores of Manhattan were washed by closed their eyes to "the situation," namely, that the shores of Manhattan were washed by broad and deep rivers, and that intercourse could only be kept up by establishing means of transit that while it inured to the city treasury would at

that while it inured to the city treasury would at the same time be accessible to all.

Accordingly, in 1654, among other privileges eded to the municipal authorities, was the right to grant leases and regulate ferries. On the 10th of October, in that year, an ordinance was passed by the city government, regulating the rates of ferriage at "three stuyers each for foot passengers, except Indians, who paid six each, unless there were two or more." On the 19th of March, 1858, "the ferry," which had its landings at Peck slip, near Water street, and at the foot of the country road (now Fulton street, Brooklyn,) on the Long Island shore, was leased to Hermonus Van Bossom for three years, at three hundred guilders (\$114) per annum. Even at that early date "the ferry" must have been valuable, for the "ferryman" was required to keep "proper servants and boats, and a house on both sides of the river for the accommodation of passengers and to pass all officials free of toil."

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The next ferry that was "discussed," was one from Harlem to Long Island. Peter Stayvesant, in the same year (1658), founded the village at the upper end of the island, and to induce a rapid settlement promised that when twenty-first the company had a gentleman may even enter the apartment appropriated to the use of males and stand or sit without being covered with filth, although his clothes may in the present winter would have been partially suspensed the wheels of these boats are held in reserve. Brive been where would have been partially suspensed by the heavy cakes of ice that filled the river at times ferries. It is a fact, of which, however, but few are aware that the Hamilton, South, Wall and Catharine aware that the Hamilton, South, Wall and Catharin

from Harlem to Long Island. Peter Stayvesant, in the same year (1658), founded the village at the upper end of the island, and to induce a rapid

the upper end of the island, and to induce a rapid settlement promised that when twenty-five families had migrated thither he would give them an inferior court and a ferry. Few cared to profit by the offer. Harlem was too far away in those primitive days, and why should they hazard the wrath of the savages when plenty of work and comfortable quarters were theirs in the "city?" In 1696, in consequence of the dilapidated, even dangerous, condition of the City Hall, then in Coenties slip, the municipality determined on the exection of a new one, and to raise the means necessary to meet the expenses the city would be put to, received that, among other sources of revenue, the ferry lease should be mortgaged for fifteen years; but it does not appear that the mortgage was executed, for we find in 1699, three years subsequently, the energetic David Provoost for fifteen years; but it does not appear that the mortgage was executed, for we find in 1699, three years subsequently, the energetic David Provoest "being appointed Mayor," among other "improvements," "farmed" out "the ferry" for a term of seven years, at a rent of £165 sterling per annum. Among the conditions imposed on the lessee were these:—Four boats should be kept, two large and two small, the latter for the accommodation of foot passengers—the fare being a silver two-pence for one person, and half that sum when two or more crossed together. The city, however, in consideration of the very large rent it was to receive, engaged on its part to build a substantial ferry house on Long Island, which the ferryman was to keep in repair. In 1707, the ferry lease of 1699 having expired, "the ferry" was re-leased to James Harding, at a yearly rental of £189 sterling, the rates of ferriage remaining as before. In addition to running the ferry the lessee was required to keep a house of entertainment for passengers, on the Long Island side, in the "new brick building erected by the Corporation of New York," and to keep a pound for cattle, and also to keep two scows and two rowboats constantly plying between the shores of the river. And here is a surious scrap of history in connection with the lease of "the ferry." The lessee was required to receive and discharge freight and passengers on Mondays and Thursdays at Countesses' key (foot of Maiden lane); on Tuesdays and Fridays at Burger's path (flanover square); and on Wednesdays and Thursdays at the dock at Coenties slip. The landing place on the Long Island shore was a little below that of the present Fulton ferry.

In 1717, a new ferry (a branch of "the Long Island ferry," as it was then calledt, was established, the landing places being at Hanover square, near the foot of Broad street, the landing on the Long Island side being as before at or near the foot of Fulton street, brooklyn.

Staten Island having greatly increased in population, it was thought advisable to o

and which contribute not a little to its colossal

The first ferry was naturally established between New York and Brooklyn, its earliest neighbor. To avoid as much as possible the labor of stomming the strong current, the narrowest part of the river was chosen, though this was far above the farthest limits of the city, being from a point below Peck slip, on the New York, to Fulton street, on the Long Island side of the river. This ferry—the old ferry, as it afterwards came to be called—was maintained as a private speculation until about the middle of the seventeenth century, when a regular ferry was established and made a source of revenue to the city. The first ferryhouse in New York was on the corner of Broad and Garden streets, new Exchange place, a low, one story house, with two dormer windows in the high, steep, pediadat roof, built in conformily with the Knickerbecker tayle of architecture, and an iron boat, oars and anchor fer a sign, the principal landing place of the ferryboats, both from the Long Island and Jersey shores. The Brooklyn ferryhouse at the foot of Fulton street was a commodious two story house, with stables and outhouses attached, for, unlike the ferryhouses of the present day, these were also taverns for the accommodation of travellers. This ferryhouse was burned in 148 by the Sepoys of Long Island, by way of revenge for infringement on their rights by the corporation of New York.

The dispute originated in this wise:—As we have al-

modation of travellers. This ferryhouse was burned in 1748 by the Sepoys of Long Island, by way of revenge for infringement on their rights by the corporation of New York.

The dispute originated in this wise:—As we have already said, the ferry was at first a private speculation, established in 1642 by Cornelius Direksen, who kept a small inn near Peck slip, and owned a farm in the vicinity. William Jansen was his successor. In 1652 the Burgomasters of New Amsterdam made an unsuccessful application to Governor Stuyvesant for the ferry to Breukein to defray the city expenses. **

Before the cession of the city to the English the new rulers assumed control over the waters, and made the ferry pay to it to the city government. ** The people demurred; but, notwithstanding, in 1708 the city obtained a charter from Lord Corabury which not only confirmed the corporation in the title to the old ferry, but also invested it with a grant of all the land lying between the high and low water mark on the Long leland shore from the Wainbout to Red Hook, with the privilege of establishing additional ferries within these limits. This charter incensed the Brook-lyntes greatly and they did all in their power to evade its conditions. **

Until the year 1810 rowbeats or piroques were the only ferryhoats upon the rivers. Next came the horasboats—twinhoats—with the wheel in the centre, propelled by a sort of borizontal treadmill worked by horses, the first of which was introduced on the 3d of April, 1814, upon the Catharine street ferry. This was a bout of eight horse-power, crossing the river in from tweive to twenty minutes. The first improvement was made in the substitution of steam for horses as the motive power, and the first steambout, the Nazsau, was put on the Fulton ferry on the Sth of May in the same year; but the new agent being proved as expensive as expeditious it falled to full on and Livingston being set and for many years this remained the only steam ferryboat on the first month of the year 1868. Naturally "the ferry"

this article.

THE UNION FERRY COMPANY OF BROOKLYN is incorporated and has a paid in cash capital of \$800,000. It holds the following ferries:—The Hamilton avenue, Atlantic street, Wall street, Fulton street and Catharine street ferries. To carry on its enormous passenger and vehicular trade seventeen boats are constantly at the service of the company. These are constantly at the service of the company.

of the company. These t	ire:	Median, Volume
When Buill.	Tonage.	When put on rou'e.
Restyn	500	Feb. 13, 1861
Manhasset 1860	512	Feb. 13, 1861
Union	. 563	June 13, 1862
America1862	581	June 18, 1862
Peconic 1860	507	May 21, 1861
Hamilton 1862	585	June 28, 1863
Republic1863	540	Aug. 15, 1863
Montague1859	507	Oct. 24, 1859
Nassau	505	Sept. 15, 1854
Pacific	500	Dec. 12, 1859
Brooklyn 1853	499	May 1853
Baltic 1863	638	Sept. 28, 1863
New York 1863	643	Nov. 23, 1863
Somerset 1862	- 639	Dec. 6, 1865
Clinton	587	June 30, 1863
Monticelio 1866	651	- 1866
Columbia1867	600	Nov. 13, 1867
CONTRACTOR AND DESCRIPTION OF THE PERSON OF		The second second

Five of these boats are held in reserve. But for

the use of males and stand or sit without being covered with fith, although his clothes may in the short transit become thoroughly saturated with tobacco smoke. There are employed, including pilots, engineers, bridgmen, &c., three hundred and fifty men, with salaries according to rank, ranging from \$40 to \$150 per month.

The fare on these ferries is two cents per passenger. Seventeen tickets, however, can be purchased for twenty-five cents. Vehicles are charged from twelve cents upward. The company have made and are contemplating important improvements at their different landings. The large iron structures erected within the past two years at the foot of Fulton and Whitehall streets, this city, are not only real ornaments to the localities named, but give evidence of the liberality of the stockholders.

The ferry company next in importance on the

The ferry company next in importance on the East river is the

The ferry company next in importance on the East river is the BROOKLYN AND NEW YORK.

This company has a paid in capital of \$1,000,000. It controls four ferries—the Grand street, Division avenue, South Seventh and Bridge streets.

ON THE GRAND STREET FERRY two boats are run, namely, the Oneida (built in 1851, 2.9 tons burthen), and the Minnesota (294 tons burthen and sixteen years old). One boat is run every half hour from twelve until five in the morning.

Nineteen men are employed in the capacity of ferrymasters, pilots, engineers, &c., on this line.

THE DIVISION AVANUE FERRY has two boats, the Cayuga (built in 1850, and 292 tons burthen), and the Canada (constructed in 1851, and of the same tonnage as the Cayuga). These boats run until mignight, when they are withdrawn. The same number of hands are employed on the Division avenue as on the Grand street boats.

Although the bulls and engines on these boats.

atreet boats.

Although the hulls and engines on these boats Although the hulls and engines on these boats are pronounced good by the government inspectors they are not fit for passengers. The cabins are small and inconvenient, and in stormy weather we have found them leaky. There is no reason why there should not be as good boats on these lines as on the Bridge street ferry. The average time of the trips made on these ferries is about ten minutes.

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mmer about \$1,500, and in the winter months out \$1,200 per day. Radical improvements are ntemplated, including new ferryhouses, align

about \$1,200 per day. Radical improvements are contempiated, including new ferryhouses, slips, boats, &c., &c. The lease of the slips at the foot of Roosevelt street having been renewed it is intended as soon as the corporation restores the dock on the south side to put up new fenders like those on the Williamsburg slips.

We ought here to state that boats of this company are provided each with 200 feet of hose, and have deck and donkey pumps with hose attached, also metallic and wooden boats, &c., &c. About twenty millions of passengers cross to and fro on these boats annually.

also metallic and wooden beats, &c., &c. About twenty millions of passengers cross to and fro on these boats annually.

THE HOUSTON STREET PERRY COMPANY is the third in importance on the East river. Its capital is about \$120,000. Its daily receipts are not known. The company own three boats, one of which is kept as a "reserve." These are the Maspeth, built in 1866, 430 tons; the Callfornia, built in 1851, 303 tons, and the Gerard Stuyvesant, built in 1854, 317 tons burden. The ferry was established in 1840, and it does a very quiet though safe business. Its stock is in the hands of a few individuals who are wealthy and are quite satisfied with their dividends. A boat runs during the night for the accommodation of passengers. The lease of the company expires in 1875. The boats are all in good order. As we have hinted, the officers of the company are reticent as to profit and loss. They look on the company as a private affair, and are unwilling that the public should know aught of their business.

THE CREENFOINT, TENER AND TWENTY-THIRD STREET FERRIES.

The capital stock of this company is \$300,000. The ferries at Greenpoint were established in 1853. The franchise for a ferry was originally in the hands of Messrs. Schultz, Bradford and Bliss—the last named a large landholder at Greenpoint. The present company bought the grant from these gentiemen, and commenced operations in the year named. Their boats are the Greenpoint, Osprey, Martha and Southside, their measurement ranging from 313 to 277 tons. The boats run to Twenty-third street, New York, until nine P. M., and to Tenth street until midnight. The receipts of the company are, winter and summer, about \$10,000 per month. The boats have been running thirteen years without an accident occurring. The fare is three cents for foot passengers.

EAST REVER FERRY COMPANY.

This company have boats running from Hunter's Point, L. I., at the terminus of the Flushing Railroad, to James slip and to Thirty-fourth street, this city.

On the thirty-fourth street

city.

on the thirty-fourth street, this on the constructed in 1860, and measuring each 370 tons, and the Queens and Kings Counties, sister boats, constructed in 1860, and measuring each 370 tons. This route was opened in August, 1856.

This route was opened in August, 1856.

The James Slip Ferry, established in 1865, is supplied with two unusually fast and well built boats—namely, the Huntington, constructed in 1866, measuring 552 tons, and the Suffiolk, seven years old and 502 tons burden.

The boats on the Thirty-fourth street route run from four A. M. to twelve o'clock midnight, and on the James slip from five A. M. until dark.

This company has been running ten years, but as yet has not earned sufficient to declare a dividend.

THE QUEENS COUNTY AND ASTORIA FERRY. THE QUEENS COUNTY AND ASTORIA FERRY.

The company has a capital stock of \$120,000 but, like East River Ferry Company, has never declared a dividend. Its boats are the Sunswick and the Williamsburg. The last named is a beautiful craft. Its cabins are handsomely painted, the cornice work is blue and gold, the sides and ceilings frescoed and the seats handsomely divided by bronze supporters. The Sunswick was rebuilt in 1865, and is 280 tons burden. The Williams burge was rebuilt in 1867. Its burden is 450

by bronze supporters. The Sunswick was rebuilt in 1865, and is 280 tons burden. The Williamsburg was rebuilt in 1867. Its burden is 450 tons. The boats run from five A. M. to ten P. M., between Astoria and Ninety-second street, which thoroughfare is now paved with the Belgian blocks to Third avenue.

In the summer time a more desirable or romantic drive than through the Park, thence via Ninety-second street and Astoria ferry to Bowery Bay cannot elsewhere be found in the vieinity of the metropolis. This ferry was opened in 1843.

THE NAVY YARD OR JACKSON STREET PERRY.
The capital stock of this company is about 350,000. The route was established on the 17th of August, 1825, Mr. Henry Cook, the present engineer of the company, running the first boutthe General Jackson—which, on the 17th of August, 1836, sunk in the East river to rise no more. The boat in use at present on this route is the old Williamsburg boat, the Semeca, built in 1849 and of 233 tons burden. The company earn in the summer about \$95, and in the winter months about \$45 per day. The lare is three cents; tickets, however, can be purchased by the package at two cents cach. The company do not tun a boat later than ten at night.

THE HARLEM AND NEW YORK NAVIGATION COMPANY. The capital stock of this company is \$100,000.

THE HARLEM AND NEW YORK NAVIGATION COMPANY. The capital stock of this company is \$1,00,000. The boats are the Sylvan Stream (three hundred and sixty tons burden, built in 1863,) and the Sylvan Grove (three hundred and fifty tons and built in 1859). These boats have run without much interruption from ice thus far the present winter. A new boat, for freight principally, will be put on in February. The tare is ten cents for foot passengers. This company is prosperous. It has declared as high as twenty per cent dividend. In connection with the "Harlem ferry"—the dream of Governor Stuyvesant over two centuries ago—is the High Bridge route, supplied by the little steamer Tiger, which charges ten cents from Harlem to the bridge. Harlem to the bridge.

There are two

There are two
STATEN ISLAND FÉRRIES.

The first in importance is the East Shore ferry.
The capital stock of the company is nominally
\$500,000; \$600,600 hms been paid in. There are
three boats on the route and staunch, reliable
boats they are—namely, the Middleton, the Northfield and the Westfield, each of 800 tons purgen. The Nautilus was the first steamboat that pired on The National was the hist steamboat that pled of the forest This is the second ferry established by the Mu micipality of New York. The bonds of the company run in connection with the Staten Island Raifroad which connects Yanderbilt's landing with Totten-

meipality of New York. The boats of the company run in connection with the Staten Island Railroad, which connects Vanderbilt's landing with Tottenville, and the latter is in communication with Perth Amboy by steamer. This is a pleasant summer excursion of twenty-one miles for twenty-five ceats. The fare to the Island is ten cents. The receipts of the ferry are not known. The dividends are, however, satistactory.

THE NORTH SHOKE FERRY

is doing exceedingly well on a capital stock of \$100,000. Three years ago the company was in debt \$50,000, and its boats were all out of order. By careful nursing since its obligations have been lequidated, Rs boats put in good order and two semi-annual dividends of four per cent declared. Its boats are the Pomona (built in 1861, 500 tons), the Thomas Hunt (built in 1851, 450 tons) and the Huguenot (rebuilt in 1855, 450 tons). They make the outward and inward trips in about two hours. The commutation is at the rate of \$50 per year. A single lare is twelve cents. This lerry was established on the 1st of May, 1860. The company propose increasing their stock to the extent of \$75,000 and of putting shother boat on the rouic.

THE COMMUNIPAW FERRY.

This ferry runs in connection with the New Jersec Central Railroad. It is part of the property of the road, and as such its accomms are kept with and form part of the general earnings. The Communipaw Ferry boasts three magnificent boats—namely, the Central, the Elizabeth and the Communipaw. They are all over 1,000 tons burthen and bave very powerful engines in them. The ferry was established on the 1st of August, 1864. A new boat, of the same toinage as the Elizabeth, will be put on the route in May. The fare for foot passengers is three cents.

THE PAVONIA FERRY.

This ferry connects pier 31 North river, with Pavonia, Jersey City. There are five boats on the route:—The Pavonia, built in 1862, 660 tons; the Susquehanna, of the same age and tunnage; the Deiaware, 700 tons, and the Oualaska and Niagara, old East river boats. A new boat will

Land and Improvement Company, and many and wonderful are the changes that are being made in that part of the world.

In that part of the world.

THE WELLAWKEN FERRY.

This ferry was established in 1857. Its route is from the foot of Forty-second street. North river, across the Hudson to Weehawken. Its business is not large. Its capital is about \$80,000. In winter it does little or nothing. In summer it about pays its expenses. It has two boats, but runs one only, the Lydis, of 180 tons burthen. Fifteen men are employed on the ferry. The boat makes forty minute trips, and runs from daylight until about dark.

OUR NEW COMMERCIAL BUILDINGS.

Warehouses Erected in the Year 1862-In crease in the Value of Real Estate—The Progress and Enterprise of Our Merchants the Cause—The Principal Houses. The number of new buildings erected in this

city during the year 1867 has equalled, if not exceeded, that of almost any former year, and these structures have not been put up in haste or with any desire to let a miserly spirit interfere with the designs of the architects, and those magnificent places prove to a certainty the continued and steady progress of New York, than which no other city in the world can boast of a superiority in its development of the beauties and grandeur of architectural science. Nor, what is more remarkable, is it a fact by any means that the fine erections now rising in our city are con-fined to the best portions within its boundary; in all parts it is the same, and the like signs of progress are to be met with at the Battery as well as in the upper districts, and in the east as well as in the more fashionable western side. Blocks of residences, fronted with brown stone and built with every regard to modern improvements in building and with every precaution against fire, are everywhere to be met with, and take the place of the less pretentious houses in which the earlier New Yorkers were wont to live The quiet and plain business houses in which our merchants transacted business and became successful and wealthy are disappearing for edifices of immense size, beautiful in appearance and rich and gorgeous in design. Fifth avenue and its neighboring avenues and streets may, without denial, boast of the splendor and the magnificence o their palatial residences; while the older, lower portion of the city-Greene, Church, Pearl, Greenwich, West Broadway and others, where the hum of commerce goes daily on-can point with equal pride to the grandeur and the magnificence of its business houses, on which monetary outlay has been but a secondary consideration; and as the Island of Manhattan is closely-aye, crowdedly-built on, and it is utterly impossible to find more room to cover, commerce, unable to find room for its steady increase and continuing prosperity sends her residences high up in the air, and almos 'mid heaven and earth her children carry out their mission of daily toil, and it is thus that in the fourth, fifth or sixth story that some of our richest merchants conduct their trade and carry on their transactions with others in the most dis tant parts of the world.

INCREASE IN THE VALUE OF REAL ESTATE. If there were no other proof to point out the prosperity which has marked the growth of New York, the increase in the value of real estate even within the past ten years would satisfy the most sceptical. Streets where one story wooden houses showed themselves in numbers and tracts of ground, common neglected wastes, are all to-day of fabulous value. The small shanties have de parted and the wastes have been built on, and the value of the buildings may only be counted by the millions, and in many places where a lot could have been purchased for \$1,000 the same to-day commands no lower figure than ten times that amount, and rents have gone up in about the same if not a greater proportion. Many of the streets in the vicinity of Broadway are making vast changes in their appearance, and accordingly as the leases of small residences fall in the lots are brough in; the houses almost instantly disappear and MAGNIFICENT WAREHOUSES

raise their heads and increase the value of the raise their heads and increase the value of the ground. In Centre street, for instance, on lots 136, 141 and 143 the Messrs. J. B. and W. W. Cornell have erected a building for their own use which is one of the finest in the city, and is a model of its own peculiar kind of architecture, and is built with every possible regard to safety from fire, and of a strength sufficient to bear the heavy iron stock which comes from the Cornell Iron Works. It has a high basement and measures seventy-two feet front and depth. The front, from the foundation to the roof, is of iron, as is also the rear as far as the second story, and the inside is supported by columns of the same material and wrought iron girders. The wall, which is built of brick and laid in eement, is twenty inches thick. The basement of the building is used as a forging samporated by columns of the same material and wrought iron girders. The wall, which is built of brick and laid in cement, is twenty inches thick. The basement of the building is used as a forging snop; the first floor, with the exception of a cartway of twelve feet for receiving and delivering work, is occupied by offices and warerooms, which are hald out in a tasteful manner, the office portion especially, with its carved black walnut counters and desk, being inferior to that of no banking or counting house in the city. The upper stories are used for finishing the from work. The amount of iron used in the construction of the edifice was 460,779 pounds. The building is now the headquarters of the firm, which employ at the present time seven hundred men, who are mainly employed in the store of Mr. A. T. Stewart, the Park Bank and the New York Life Insurance Company buildings. The building is of a commanding appearance and bears a pleasing contrast in comparison with its gloomy neighbor, the Tomos.

GEENE STAERT
is also rising from its asnes, and splendid warehouses have already sprung up in the place of some small residences; and business necessities and enterprise are consequently adding immensely to the value of property in this neighborhood, especially that portion lying in the immediate vicinity of Grand and Broome, where a large number of fine house are being put up. As late as 1858 the places on which the very best of these business maris now stand were occupied by miserable snanties or stables, and still later they could

nameer of the house are being put up. As late as 1858 the places on which the very best of these business maris now stand were occupied by miserable snanties or stables, and still later they could be purchased for \$6,000, while their price to-day is as much as \$50,000. From Grand to Broome, on the east side of Greene, the whole block, when finished, will form one massive building. The Messrs. Appleton, the publishers, have arranged with Mr. Howard for this entire property. This structure at the corner of Grand, when completed, they will occupy themselves for the purposes of their publishing trade. It has a Dorchester stone front and contains five stories and basement, and is fireproof throughout. The pillars and principal supporters are made of fron, and the whole structure, which cost about \$200,000, will be finished in a month, when its future occupants will remove into it. The adjoining lots, to within one of the Broome street corner, form a five story gable pointed building. A structure similar to that at the Grand street end will be erected, so that the whole will present a uniform appearance, and he of salvantage rotal to the Messre. and flavore require and only and flavore require state of the Brooks at the dock at Contines slip. The androgs are the contines and the same an

Windles and an Eddly Ford

with a few exceptions, are each day lending addi-

with a few exceptions, are each day lending additional beauty.

Mr. P. Lorillard has erected two magnificent stores on the lots Nos. 827, 829 and 831. They will have marble fronts, contain four stories, sixty-eight feet high, thirty-eight wide and ninety-four deep, and will cost their enterprising proprietor upwards of \$200,000. It is a magnificent structure and a great addition to the beauty of that block, which is further enhanced by the building next door, which contains five stories and measures thirty-five wide by ninety-two deep; and also No. 655, which is the same style of building, but of much larger dimensions, and is the property of Messrs. W. & J. Sloane. Next to this comes the splendid new building of Messrs. Solomons & Bons, which has only been finished within the last six months. This is a very handsome five story building. It has seven floors, is forty five by twenty, has a basement and cellar of two hundred and twenty feet. The wholesale rooms are splendid compartments, and its white stone front presents at once a striking appearance. The cost was \$250,000, and the place is furnished with two steam engines. Commencing at No. 548, extending to Orosby street, Mr. S. Nichols has completed some very fine storehouses. There have been many others put up in this thoroughfare, and othe s have just been commenced, the total value of which, it is estimated, reaches very close on \$4,000,000.

WHITE STREET
has been very problife in the erection of warehouses within the past very the found.

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WHITE STREET has been very prolific in the erection of warehouses within the past year, the value of which will reach close on two millions of dollars. On the lots 22, 24 and 23 John M. Slade has spent \$260,000 in erecting two magnificent storehouses, and at Nos. 47 and 49 B. Y. Peppey & Co. have expended \$80,000 in erecting another large storehouse. The building on the lots Nos. 13 and 15, the property of Messrs. Slade & Colby, is one of the finest in the street, and has cost over \$90,000. The same firm are the owners of Nos. 17 and 19, which is being turned to the same use, will cost a like amount and is the same style of architecture. These gentlemen are the proprietors of another equally valuable store near the southwest corner of the street. Nos. 21 and 23 are five story buildings, and cost the same firm \$40,000 each. Nos. 54 and 56 make one large five story warehouse, eighty feethigh, forty-seven wide and one hundred deep, and is said to have cost the proprietors, Messrs. S. & J. Zabriskie, \$100,000. M. & S. Sternberger are the proprietors of No. 52, worth \$50,000. No. 125 belongs to Peter Burkhardt; it is a large brick storehouse and cost about \$35,000. These are the most conspicuous of the buildings erected in this street within the past year; there are others also, splendid structures, but of less pretentious character. In fact, it may be said that this whole neighborhood is making as great progress in the beauty and magnificence of its warchouses as any other portion of the city. Each street is adding new and valuable buildings. And in

And in

GREENWICH STREET

several very fine structures have made their appearance, and others are rapidly going up. Last year Mr. Herman Leipziger erected a very fine five story building, measuring thirty-seven feet wide by one hundred deep, and cost \$20,000. Nos. 335 and 337 have been but ton, and \$50,000 expended in the erection of a four story warehouse forty-seven feet wide and one hundred deep. Three very substantial stores have been erected by Mr. William Kain on the lots known as Nos. 363, 365 and 367. No. 780, the property of Mr. Stephen Haight, is a five story first class storehouse; it measures fifty-two feet in height, forty-eight feet in depth and fifteen in width. Another new building, belonging to Mr. Henry J. Meyer, has been put up at No. 293, at a cost of \$20,000. It is estimated that not less than three hundred thousand dollars has been expended by the merchants in the erection of new warehouses in this street within the past year.

PRANKLIN STREET

has been vastly improved since January of 1867, during which period about five hundred thousand dollars have been laid out in embellishing it with magnificent warehouses. Mr. E. S. Higgins has expended two hundred thousand dollars in the erection of four very fine warehouses, on the lois known as Nos. 59, 61, 63 and 65. Nos. 76 and 78 have been built on by Mr. Samuel A. Warren; and the two stores are five stories in height, twenty-five feet wide and one hundred deep. Mr. D. Dodge has laid out another fity thousand dollars on a building at No. 80; it con ains five sto ics, and is twenty-six feet wide by eighty-seven deep. The amount expended in the erection of new buildings in this steet in the year 1856 was very close on five hundred thousand dollars, and about half that amount may be put down for CHURCH STREET, where many splendid buildings have been erected, among them that of Messrs, George Hurches & Co. GREENWICH STREET

half that amount may be put down for CHURCH STREET,
where many splendid buildings have been erected, among them that of Messrs. George Hughes & Co., a five story structure, c sting fifty thousand doblars, and measuring forty-four feet in width by fifty in depth. A. J. Dittenhofer has built a new stere at No. 218, containing five stories and measuring sixty-eight feet in height, twenty in width and sixty in depth, and cost \$32,000. At Nos. 219 and 221 Mr. Kingsland has built a large sterehouse, and another of the same style, the property of Mr. Poznanski, has been erected on the lot known as No. 196.

MISCELLANEOUS.

house, and another of the same style, the property of Mr. Poznarski, has been erected on the lot known as No. 196.

It is almost impossible to go into details and to enumerate in each street s-parately the number of rich buildings erected within the twelve months past, for aimost every street in the commercial part of this city can bear testimony to the energy, the enterprise and the liberality of our merchants in the erection of the finest mercantile buildings in the world. For instance, in Walker street, Mr. John R. Ford has built a splendid warehouse on the lots Nos. 39 and 41, at an outlay of \$100,000. It is five stories high, forty-eight feet wide and ninety feet deep. Mr. D. C. A. Kingsley has expended \$40,000 in the construction of a building at No. 40 Lispenard street. Then there is in West Eighteenth street, near Eighth avenue, a brewery built up within the last year which is thirteen stories high, with a front of six lots on Eighteenth street, the same on Seventeenth street. It covers Nos. 154 to 166 Eighteenth street, and the whole ground occupies one-half an acre. The proprietors are McPherson & Donald Smith, and their business as brewers competes with any others in the trade in the United States. The building cost over \$100,000.

The New York Insurance Company are erecting a building on the rains of the late Messrs. Chittenden's warchouse. It will cover the whole lot on that part of Broadway except a small space reserved for a yard. The building will consist of four stories with a cellar eight feet high, the sub-bazement twelve feet and the basement thirteen feet six inches. The house is intended to be very imposing, having a white marble front with a grand entrance on Broadway decorated with ornamented pil ars and relievos of statuary. The second story will be devoted to the use of the offices of the company. The building will be fire-proof, and when completed will cost about one mition of dollars.

Mr. A. T. Stewart is beaut fying Third avenue and enlarging his place in Tenth street and Broadway,

OUR STREET PAVEMENTS.

The Croton Aqueduct Board, in their annual report to the Common Council, refer at considerable length to the condition of our street pavements, and to the measures

condition of our street pavements, and to the measures past and prospective, for their improvement. Subjoined will be found a few extracts from the document referred to:—

The frequent disturbances to which our street pavements are subject in the construction of vaults or interal drains in making sewer connections or repairing sewers, and in the laying down of gas and water pipes, &c., and the carciess and very indifferent manner in which the pavements are alterwards relaid, undoubledly led to the pavements are alterwards relaid, undoubledly led to the pavements and the Laws of 1862, and entitled "An act to correct abuses in the city of New York in the relaying of pavement by property owners and others, whenever a portion of the pavement is temporarily removed."

This act gives to this department cognizance, control

ing of pavement by property owners and others, whenever a portion of the pavement is temporarily removed."

This act gives to this department cognizance, control and general direction in the relaying of all pavement removed for the purposes of constructing vanits of lateral drains, digging ceilars, laying foundations of buildings or other structures, making sewer connections, or repairing sewers, and in the laying down of gas and water pipes, or introducing the same into buildings, or for any other purpose.

Section 2 of this act provides that whenever the pavement in any street or avenue shall have been removed for any of the purpose mentioned in the first section, and such pavement shall not be relaid in a manner situsfactory to the Croton Aqueduct Board, the President of said Board may serve a notice in writing upon the person or corporation by whom the raid pavement was removed, requiring them to properly relay the same within five days after the service of such notice. In case of failure or omission on the jart of such person or corporation to comply with such notice, the Croton Aqueduct Board are sutherised to immediately undertake and complete such repair as may be necessary, and thereupon certify the expense so incurred to the Comptroller for collection from the person or corporation interested. The expense so incurred and cortined to be a lien upon the premises described, and to be collected under the direction of the clork of arrears.

It was believed that this law would be very boneficial in its practical effects, and this Board was therefore very desirous of carrying the same into immediate operation.

A serious difficulty was, however, experienced from

desirous of carrying the same into immediate the tion.

A serious difficulty was, however, experienced from the want of an appropriation from which the necessary expenses that would be incurred in the first instance could be drawn.

This difficulty was only obviated by the Legislature of 1807, the tag leys of that your containing a special

clause authorizing the creation of a fund of \$10,000, to meet such appease as might be incurred by this department under said act, and providingtfor its maintenance by the application thereto of all sums collected from time to time from the ewners of the property interested. Under and is pursuance of this law many repairs, which have been heretofore of necessity neglected, have been undertaken and completed during the past year, and as the fund provided is designed to be permanent there can be no question but that the public will, for years to come, realize important benefit from its establishment.

The work under this head is the general repair to street pavements, which the charter of 1857 places under the control and supervision of this department.

The tax levy, however, for the years 1866 and 1867 authorized the expenditure of the appropriations for those years by the Street Department. No repairs to the streets have therefore been made by this department during those years.

those years by the Street Department. No repairs to the streets have therefore been made by this department during those years.

The balance of the appropriations heretofore made, and which stood to our credit on the let day of January, 1867, on the books of the Finance Department was during the past season, in accordance with an opinion of the Corporation Counsel, transferred to the credit of the Street Department.

***MENTER PAYERINES—STONE BLOCK PAYEMENTS.**
Thirty-two different contracts for the laying of stone block pavements were awarded during the past year. Among the more important of these works was the paying of Canal street from Broadway to West street; Hudson street, from Canal street to Ninth avenue; West street, from Chambers to Watts street, and Fifty-minth street, from Chambers to Watts street, and Fifty-minth street, from Fifth to Tenth avenue. The total number of square yards covered by the contracts entered into was 215,850, the cost of which was by the terms of the respective ordinances to be assessed wholly upon the property benefited. Schedule No. —, in the appendix exhibits the locality of each work, and the price perspective ordinances to be assessed wholly upon the supplements.

THE STAGE AT HOME AND ABROAD.

At Home. Miss Fanny Janauschek has met with immense success out West. The Pittsburg and Cincinnati papers speak of her in the highest terms, and not only has she been favored with large houses, but valuable presentations have been made to her in both cities. She commences an engagement in Louisville to-morrow night.
"Under the Gaslight" is running at the Louisville

the Cairo theatre, on Tuesday last, was devoted to the venerable "Lady of Lyons." The play was adorned with vocal gems and a heavy dance given by resident Lotti's German Opera troupe played "Faust" at the Nashville Adelphi on the 21st, and "Fra Diavole" last

The last night of Templeton's dramatic company, at

night. Mrs. Lander appeared in "Elizabeth" last week at De Bar's, St. Louis.

Miss Kate Fisher was tied on the back of her horse at the St. Louis Varieties last week in the wonderfu drams of "Mazeppa."

The "Black Crook" has reached Wheeling, West

Virginia, and the local paper says that everything is highly satisfactory to the audience, J. Newton Gotthold was very successful last week in Lafaye.te, Ind., as Hamlet Miss Marie De Vernon had

Frank Mayo appeared as Jack Cade in Indianapolis

Frank Mayo appeared as Jack Cade in Indianapolis on the 22d.

Miss Beila Golden, one of the Maggie Mitchell style of acresses, played "Maria, the Pears of Savoy," in Evansyile, Ind., inst week.

At the Norfolk Opera House, on the 23d, Mrs. Addie Kunkei made her flow in the domestic drama, "Agnes De Vere." "Leah" is underlined for this week.

The Griswold Opera House, froy, has "Under the Gaslight" on its brills.

The Richings English Opera troupe will play in Newark this week.

The Richings English Opera troups will play in New-ark this week.

Edwin Adams is at the Memphis theatre.

John E. Owens appeared as solon Shingle at the Chest-nut on the 21st, and said to the worthy burghers of the Quaker City, "How do you do?"

The Richman English Opera troupe gave "L'Ellsir d'Amore" at the Royal Lycoum, Toronto, on the 21st inst.

The Holman English Opera troups gave "Delinish d'Amore" at the Royal Lycoum, Toronto, on the 21st inst.

The Buffalo Metropolitan is at present in the hands of the california Acrobatic Club. On the 22d Mile. Coloste wheeled the clown from the stage to the gallery on a tight rope. Nobody hurt.

Mrs. Yelverton gave one of her characteristic readings on Friday inst at tharieston, S. C.

Haitimere had plenty of entertainments last week. Grover & Mareizek's Opéra troupe were at the Concordia; Miss Kate Reignoids, abandoning sensational dama, came out at the Holiday in "harie Antoinette," and a company of Japs were at the Forn. Dickons will read at the Concordia for a coupie of nights this week.

The "Hub" has the following in the show line for the past week; "—Maggie Mischell at the Howard Atheneum; the "Heart of the Great City" (not Boston, but Londou) at the Boston theatre; "Dora" at Sciwyn's and Midsummer Night's Dream" at the Continental. De Pol changed the "Devi's Auction" into the "Black Imp" (out of the frying pan, &c.)

They have accessor's great pictorial and musical exhitien of a "Tour in Ireland" at Portsmouth, N. H., and seem to like it.

James Stark played in the "herry Wives of Windsor," in Sait Lake City, on the 14th. The Mormon elders objected to there being only two wives and so much fust made about them.

The Frozences are in Pittsburg, and will be soon followed by the Italian Opera troupe from the New York Academy.

Mr. Samuel Colville has engaged Mr. James E. Mur-

Academy.
Mr. Samuel Colville has engaged Mr. James E. Murdoch to give readings in New York.
The beautifut and scoomplished cantatrice, Miss Fanny.
Stockton, will shortly sing "The Harp in the Air," from "maritans," in the "White Fawn," in the rôle of

Aquinta.

Camille Urso played on the 21st at Crosby's Opera
House, Chicago, in Gilmore's promenade cencert. Dan
Bryant concluded his engagement at McVicker's last
night, and Kennedy, the Scottish vocalist, was at the
Music Hall.

"Under the Gaelight" is in full career at the Cleve-"Under the Gaslight" is in full career at the Cleve-land Academy of Music,

Jarrett & Paimer's Vienness ballet troupe are making
a sensation at the Academy of Music, Pittsburg, in the
speciacle of "Undine."

The Grand Duchess of the Theatre at a matince yesterday at the Theatre Francais.

Madame Ristori sailed for Havana on Thursday, in

the sceamship Eagle, accompanied by her charming family, her dramatic company of forty persons and hel manager, Mr. J. Grau. The reason at the tacon theatre promess to be the most brilliant ever witnessed on the linvana stage. Madame Angiolina Ghioni and Carl Rosa will be the

principal attractions at Steinway Hall to-night.

The exquisite little comedicane, Lotia, will appear as
Little Nell and the Marchioness at the Broadway to-mor-

Mrs. Emma Yarnold, the once popular actress of the

Haymarket and other theatres, expired on December 26, after a long and painful niness. For more than thirty years Mrs. Yarnoid had been a member of the principal metropolitan theatres, and was the widow of Mr. Edwin Yarnoid, who died December 29, 1848. Mr. Walter Montgomery's personation of Hamletin Melbourne has set all the savants of that good town

arguing on the question of the noble Dane's insanity, Five gentlemen, including an M. D. a Q. C. and a mad doctor, have taken part in the discussion, each taking care to quote as much of the text as suits his own One of the scenes in the new version of "Guilliver"

care to quote as much of the text as suits his own theory.

One of the scenes in the new version of "Guillver" at the Chatelet is a representation of English feetivities at Christmas. The dresses of the ballet have been lengthened. This is growing a common custom. On a first pight the costume is scanty. This fact is of course stated by the press, and the success of the piece is assured. In dresses are then enlarged to escape police interference. All the seats at the Chatelet, the largest house in Paris, are engaged till the end of January.

Mile, Saroita has lost caste lately by singing before a Berlin audience "Riem "est sacré pour un sapeur. Is is rue that the occasion was for a charity; but there is no reason that charity should cover over any multitude of Their. So's sins.

At the Boaffes Parisiens a piece has been brought out bearing the suggestive title "Un Voyage autour du bemi-Monde," Wonderfuilty to reiate, it is a fiesce, and a deserved one.

The opening of the theatres at Rome took place on the 28th ut., without any of the desarrous consequences which were apparently apprehenized by the poince authorities, judging by the formdable display of force made by them on the occasion. The open house wan very weil filled, the sily with the nobility, dipromatist and foreigners in the bores to the excusion of Roman, families of the middle classes, and in the pit with officers and government employee, in the absence of the habitual comnoisseurs who are supposed to decide upon the respective ments of a soprane, a barione, or a prima builderine.

On January I an accident occurred in the Royal Albert theatre, Middlesborough, England. There was a crowded house of juveniles to witness, and prents on the spientiff part of the transformation seen. While the audience were being carried and pationines of "Whittingion and His Cat." The opening "went' as smoothy as ever until nearly the finish, when the lime high was being created for the finish, when the lime high was being repared for the finish, when the explosion occur

national the steps. The days. A DESCRIPTION OF STREET PROPERTY OF STREET, P.